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A more accurate and descriptive title for Professor Webb's book would have been "The Technical Problems of Railroad Construction and Operation." The volume is not intended to be an engineering work, but rather a work for engineers, written to state some of the problems with which engineering science must deal. Considered from this point of view the book must prove useful in spite of the fact that it contains but a brief, and in the main non-technical, discussion of the complicated questions of operating expenses, motive power, car construction, tracks, train resistance, grades, curvature, etc.

*The History of the Ohio Canals: Their Construction, Cost, Use and Partial Abandonment* is an excellent piece of work. The Ohio State Archæological and Historical Society is to be commended for bringing about the preparation and publication of this volume. The work is divided into three parts: (1) History of the Ohio Canals, (2) Financial Management, (3) The Value to the State. Parts one and three were written by Mr. C. C. Huntington, and part two by Mr. C. P. McClelland. Mr. Huntington was a graduate student in the University of the State of Ohio, and Mr. McClelland was a member of the senior class at the time the volume was written. Both gentlemen worked under the direction of Dr. J. E. Hagerty, Professor of Political Science and Economics in the Ohio State University.

Such studies as this are much needed. The history of transportation in the United States has been as yet only partially covered. Fortunately, numerous young men are at work on different parts of the subject, and it is to be hoped that their work will result, in the not-distant future, in the publication of a large number of monographs similar to this one on the Ohio canals.

Every reader of this volume will be interested in the conclusions reached as to the future of canal transportation in Ohio. Mr. Huntington, the author of the concluding portion of the book, does not commit himself definitely to recommended that the state retain and enlarge its canals, but in discussing the question of whether the state should sell out or improve its waterways, he very clearly leans towards the retention and improvement of the canals by the state. He says: "The demand for transportation is increasing faster than facilities for transportation. Along the canal route are thousands of acres of coal undeveloped, besides many mines in operation. The uncertainty of our waterways hitherto has prevented the development of many industries."

... "It is probable, however, that two routes, one at the west and the other probably through the middle of the state or in the eastern part, would best accomplish the desired results."

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**Smith, J. Allen.** *The Spirit of American Government.* Pp. xvi, 409. Price, \$1.25. New York: The Macmillan Company, 1907.

In this volume Professor Smith undertakes to establish the thesis that the government of the United States under the Constitution is aristocratic or non-democratic. He asserts in effect that the constitutional convention of 1787 was a conspiracy to circumvent or prevent the free exercise of the

popular will. He declares that the method of amendment provided in our great charter is obnoxious to democracy. Our government was designed so that wealth might control or the aristocratic classes could dominate its machinery. Our Supreme Court has usurped powers and exercised them to the defeat of the public will formally expressed by statute "inasmuch as laws cannot be enacted without the consent of a body over which the people have practically no control" (page 101). Our much lauded "checks and balances" are rocks on which true democracy breaks. Our parliamentary procedure in Congress is impudently autocratic or oligarchical. "Our constitutional arrangements are such as to deprive the people of effective control" over parties (page 211); but even if not so, our political bosses, rings, or machines can by disposal of the patronage "grant or revoke legislative favors." Our parties, like our government, are dominated by wealth and privilege. The same defects or defaults he finds in our state constitutions and governments. In cities the right of self-government has been lost—indeed, the city or municipality is merely "a creature of the general government of the state" (page 264). In short, we do not live in a democracy. Neither do we enjoy republican institutions. The flag floats over an aristocracy with oligarchies chiefly in charge.

Professor Smith's narrative and discussions are interesting and are lucidly and vigorously presented. Every page shows evidence of much investigation and reflection and earnest analysis. Nevertheless, we are certain that his argument will from start to finish prove not only unsatisfactory but exceedingly exasperating to those who believe and insist that a democracy must be safe, sane, and stable as well as adjustable; that it must protect property as well as persons; that it must safeguard the rights of the minority as well as the majority, or, rather, the dominant faction of the major party. This volume should have been entitled—and the reviewer means no disrespect—"An Academic Plea for Mob Rule."

The fundamental fallacy vitiating the entire narrative is the author's misconception of the nature of democracy, due primarily to his non-appreciation of the inexorable necessities of a sovereignty. A democracy, if it is to be efficient, requires precisely the same sort of governmental machinery that is found in a monarchy. The distinctive difference lies, not in the devices of administration, but in the method of control and in the different apportionment or assignment of the benefits and burdens of government. In order to get democracy and justice we must enforce law and order. These desiderata exact the establishment and maintenance of the executive, legislative and judicial functions and structures. Of necessity they are equipotent and in their separate spheres exclusive. If democracy is not to issue in mob rule and lynch law, we must so coordinate them as to secure equilibration. The processes of government must be cooperative and definite. Deliberation and delay, definitive decisions of judicial tribunals are essential. Mobs are not always violent or disorderly and sporadic in development. They sometimes are systematically aroused into being by demagogues and sentimentalists and operate by means of ballots and legislatures, and life, liberty and the pursuit of happiness are put in jeopardy unless the private

citizen can appeal to the courts against the injustice of their acts. Constitutional law, as we know it in the United States, is designed to deal with Philip drunk as well as with Philip sober, peaceful and just.

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**Takekoshi Yosaburo.** *Japanese Rule in Formosa.* Pp. xv, 342. Price, \$3.00. New York: Longmans, Green & Co., 1907.

This book is a composite product partaking of the characteristics of a critical work on colonization, a government report and a traveler's note book. It is marred at points by the introduction of discussions irrelevant or too detailed to deserve a place in a work of this nature. This does not prevent the volume from giving an excellent picture of what Japan has accomplished and wishes to accomplish in Formosa. The latter is at times over-emphasized, giving the book administrative bias. In other instances the polite, formal style in which the author writes and the finality with which the statements of various writers on colonial problems are quoted, are such as to make the reader smile.

Mr. Takekoshi writes from his personal experience in two extended tours through the island and his ability to see the contrasts and similarities in the peoples and the economic and geographical conditions make the book not only informing but entertaining.

Japan's mission as the bearer of western civilization to her eastern neighbors has thoroughly impressed itself on the author's mind. To him Formosa seems but a stepping stone, a proving ground in which the ruling country is already showing her fitness for the work she is called to do. From this point of view he proceeds to the examination of the island. "The basis of all development is peace," has been the theory upon which Japan has proceeded since her acquisition of the island in 1895. Mistakes in the measures to bring about order were made at first, and not until 1902 were conditions such as to give the island a chance for normal development. Before that time the military had been the preponderant influence, and had not succeeded in crushing out the spirit of disorder due to the unsuitability of the regular levies for fighting in a country where the brigands were expert in guerrilla warfare. Viscount Kodama, who was placed in control in 1902, made all military power subject to the civil, and did everything in his power to obtain the goodwill of the natives. They were made to feel that the Japanese Government had come to stay and would protect them against the brigands who were terrorizing the country. With the spread of this spirit the task of restoring order became much less difficult, for the people became willing to aid the government where formerly they had hindered it through fear of the consequences to follow when the punitive expeditions had withdrawn.

As an aid in restoring order and as means to maintain it the government engaged in numerous branches of work for the improvement of life in the islands. Railways were rapidly built, the cultivation of sugar and